



Comprehensive Bicycle Plan

City of New Bern, NC



the closest road to the river that provides continuous access to bicyclists. North Craven Street should be considered as an addition to this route when this area is redeveloped. Pasteur and Hancock Streets were considered as an alternative to North Craven Street, but this route is interrupted for two blocks by the Atlantic and Carolina Railroad.

- Designate National Avenue and George Street as the most direct route for neighborhood residents to access Downtown New Bern. National Avenue serves approximately 4,500 vehicles per day north of George Street. Traffic calming treatments should be explored on this section of the street to make sure that travel speeds remain low. George Street should also be improved for bicycling. This road should be designated as a bike route with 14-foot wide outside lanes. In addition, George Street should be signed and should also be considered for marking with shared lane pavement markings. Bern Street was considered for this route, but it is a neighborhood street that may have difficult crossings for bicyclists at Queen Street and Broad Street. This route is described in more detail in **Chapter 4** and is shown in **Figure 4.7**.



George Street should be marked as part of the direct route from the north side of the City into Downtown New Bern.

11. National Avenue at the Atlantic and Carolina Railroad Crossing

National Avenue is an important route between Downtown New Bern and neighborhoods on the north side of the City. These railroad tracks are particularly dangerous because there are multiple tracks to cross and the rails cross the roadway



The west side of National Avenue has no paved shoulder or sidewalks at the railroad crossing.

diagonally. In addition, the west edge of the roadway at this railroad crossing is deteriorating. The east side of the roadway at the railroad crossing is at an intersection with Lynn Street, so additional pavement is located on that side.

Recommendations

- Install a bicycle-friendly casing for the railroad tracks at the roadway crossing to reduce the width of the flangeway gaps (grooves) that bicyclists must cross over. This casing should extend beyond the recommended shoulder of the road.
- Construct a sidepath on the west side of National Avenue to connect the existing sidewalk section on the north side of the railroad tracks to the intersection of National Avenue and Bern Street. This sidepath should be designed with a curve so that it directs bicyclists to cross the railroad tracks with their wheels perpendicular to the tracks.



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- Stripe shoulder space (and a crosswalk across Lynn Street) on the east side of National Avenue that directs bicyclists to cross the railroad perpendicular to the tracks.
- Move the stop sign on Lynn Street farther east from National Avenue and stripe a stop bar at that new location to provide more space for bicyclists and pedestrians traveling along the east side of National Avenue.



Lynn Street intersects with the east side of National Avenue at the railroad crossing.

- Post high-visibility “Share the Road” warning signs to make drivers more aware of bicyclists and to alert bicyclists to the potential hazards at the railroad crossing.
- Provide additional lighting to improve bicyclist and pedestrian visibility at night.

12. Intersection of Howell Road and Madam Moores Lane

The roadways on the south side of the Trent River provide an excellent recreational route for bicyclists, having been formally identified as North Carolina Bicycle Route 3. The intersection of Howell Road and Madam Moores Lane is a difficult point on this route because it lacks paved shoulders, has steep drop-offs at the edge of the pavement at the corners of the intersection, and its northwest corner has a very wide turning radius that facilitates fast vehicular right turns.

Recommendations

- Add paved shoulders to Howell Road and Madam Moores Lane.
- Redesign the intersection with a tighter turning radius on the northwest corner of the intersection.
- Add a stop sign on the north leg of the intersection (southbound Howell Road) to prohibit free-right turns from southbound Howell Road to westbound Madam Moores Lane.
- Post high-visibility yellow “Share the Road” warning signs on the approaches to the intersection.



The northwest corner of the intersection of Howell Road and Madam Moores Lane (left side of photo) lacks a paved shoulder and allows motor vehicles to make fast right turns.

13. Intersection of Kelso Road and Madam Moores Lane

This is an important intersection in the cycling route on the south side of the Trent River. The intersection is a challenging location because it has wide turning radii, no marked shoulders, and debris at the side of the road.



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The intersection of Madam Moores Lane and Kelso Road (right side of photo) lacks shoulders and allows vehicles to make fast right turns.

Recommendations

- Tighten the turning radius on the southeast corner of the intersection by narrowing the travel lane and striping a shoulder area for bicycle use. This should help slow motor vehicles turning right onto Kelso Road.
- Stripe a stop bar in advance of the intersection on Kelso Road.
- Add paved shoulders to Kelso Road and Madam Moores Lane.
- In the future, redesign the intersection with a tighter turning radius on the northeast and northwest corners of the intersection.
- Post high-visibility yellow “Share the Road” warning signs on the approaches to the intersection.

14. Airport Road at the Atlantic and Carolina Railroad Crossing

Airport Road is a key part of an on-road bikeway connection between neighborhoods in James City near the Neuse River with the airport and more rural areas to the west and south of US 70. This railroad crossing currently has deep grooves that may cause

bicyclists to lose control of their bicycles. In addition, the roadway has no shoulders for bicyclists to use. Similar improvements are also needed where the Atlantic and Carolina Railroad crosses Williams Road to the north.



Recommendations

- Install a bicycle-friendly casing for the railroad tracks at the roadway crossing to reduce the width of the flangeway gaps (grooves) that bicyclists must cross over. This casing should extend beyond the recommended shoulder of the road.
- Construct paved shoulders on the entire length of Airport Road.
- Stripe the new shoulder pavement at the railroad crossing to direct bicyclists to cross the railroad tracks with their wheels perpendicular to the tracks.
- Post high-visibility “Skewed Tracks” warning signs to make drivers more aware of bicyclists and to alert bicyclists to the potential hazards at the railroad crossing.

15. Intersection of Airport Road and US 70

US 70 serves more than 40,000 vehicles per day, and the six-lane road is extremely difficult for bicyclists and pedestrians to cross. However, it is important for bicyclists to be able to cross at this location so that



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people in the neighborhoods near the Neuse River can access destinations to the west of US 70. Similar improvements are also needed at the intersection of Williams Road and US 70 to the north.



The service road intersects Airport Road (foreground), leaving a space of only one to two car-lengths for queuing at US 70 (background) and not allowing space for a crosswalk across Airport Road.

Recommendations

- Require motor vehicles on Airport Road to stop for the traffic signal in advance of where it intersects the US 70 service road. There should not be queuing space for motor vehicles between US 70 and the service road. The space between the service road intersection and US 70 should be used for a pedestrian crosswalk and possibly a bicycle box. A bicycle box provides a designated space for cyclists to cross from the left to the right side of the road as well as to queue in front of vehicles at an intersection. These changes could also help organize motor vehicle traffic flow more efficiently at the intersection.
- Pave shoulder space (or stripe narrower turning lanes and use existing pavement) at all corners of the intersection for bicycle use. This may also require moving utility poles back farther from the corners of the intersection.



- Extend the median on US 70 farther into the intersection and provide a paved pedestrian refuge area where the crosswalk crosses the median.
- Stripe crosswalks across all four legs of the intersection.
- Prohibit right turns on red from Airport Road onto US 70.
- Install pedestrian countdown signal heads for all four crosswalks.
- Install pedestrian push-buttons at both ends of all four crosswalks.
- Provide additional lighting to improve bicyclist and pedestrian visibility at night.



The intersection of Airport Road and US 70 lacks crosswalks and pedestrian signals and also has hazards at the corners of the intersection.

- The intersection of Airport Road and the US 70 frontage road also should be improved. Crosswalks should be provided on the north, south, and west legs of this intersection, and all of the approaching roadways should have paved shoulders for bicyclists.



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16. Intersection of Old Airport Road and Wilcox Road

Bicyclists doing longer rides to the south of New Bern use Old Airport Road and Wilcox Road. This intersection currently has hazardous shoulder areas, as shown in the picture at right.



Current hazardous shoulder conditions on Old Airport and Wilcox Roads.

Recommendations

- Pave shoulder areas at the intersection and remove steep drop-offs at the edge of the roadway.
- Perform regular maintenance to clear debris from the paved shoulder area.
- Stripe a stop bar in advance of the intersection on Wilcox Road.
- Post high-visibility bicycle crossing warning signs in advance of the intersection.
- In the future, pave new shoulders on the entire length of Wilcox Road and Old Airport Road.



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